



## Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship"FORMOSA,"  
Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 15th instant, at 10 A.M.For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 14th June, 1900. [763b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"STENTOR,"  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th June, 1900. [764b]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality,  
Red Capsule..... \$14.40C.—FINE OLD VINTAGE, super-  
ior quality, Black  
Seal Capsule..... 16.20D.—VERY FINE OLD VINTAGE  
extra superior, Violet  
Capsule (Old Bottled) 20.40Port after removal should be rested  
for a month before use. Wine re-  
quired for drinking at once should be  
ordered to be decanted at the Dis-  
pensary before being sent out. These  
Wines are too favourably  
known to need comment.Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorized Agents at the Coast  
Ports.A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

BIRTH.

On the 6th inst., at Chinkiang, the wife of J.  
M. COLLAGE, 1 M. Customs, of a son.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 14, 1900.

## NOTES AND COMMENTS.

Sarawak.

We have received the *Sarawak Gazette*  
of June 1st, and we publish elsewhere a  
leading article from it, which takes exception  
to the statements made by our Labuan Cor-  
respondent in a telegram with regard to the  
Rajah's recent expedition. This leader will  
be found in another column, together with  
the official version of the expedition, which  
we have taken the liberty to clip from the  
pages of the same publication.Our readers will doubtless remember that  
on the twenty-ninth ultimo we disagreed  
with the view taken by our Labuan Cor-  
respondent as to Rajah Brooke and his  
actions, publishing his letter, but adding the  
following footnote:—"We do not agree with our Correspondent  
in his view of the actions of Rajah Brooke. It  
is most unlikely that the traditions and policy  
of himself and his celebrated uncle would be  
departed from. The Rajah has always been  
the friend of the native and it is hard to be-  
lieve that all his old love of integrity and fair  
dealing has been thrust aside."If we, through our Labuan Correspondent,  
have unwittingly misrepresented the Rajah,  
then we hasten to offer our apologies. As the  
*Sarawak Gazette* admits, we have taken a  
certain amount of interest in Bornean  
affairs and we understand them to some  
extent, having always greatly esteemed the  
upright character of the present Rajah and  
his uncle. We thank our contemporary for  
its acknowledgement of our bona fides, and,  
as a newspaper must always give both sides  
of a question a fair hearing, we are referring  
the remarks of the *Sarawak Gazette* to our  
Labuan Correspondent for his explanation  
and remarks. We are pleased to be able to  
give the official version of affairs, and trust  
that when our Labuan Correspondent for-  
wards his explanation it will prove to be that  
he has been misled.

The Trouble in the North.

The telegrams which we publish from  
our Northern Correspondents to-day serve

to show that the situation has by no means  
improved. The Peking Relief Force is de-  
layed in its march on the Capital, the Sec-  
retary of the Japanese Legation has been  
murdered by Chinese troops, and the gates  
of Peking are being put in a state of defence.  
It is evident that the foreigners in the  
Capital must be in the very gravest danger,  
and we trust that the Legation Guards will  
be able to protect them until the arrival of  
the Relief Column without further loss of  
life. The fact of a member of one of the  
Legations having been murdered by the  
Chinese troops is grave in the extreme and  
shows us that no reliance whatever can be  
put upon Chinese Imperial Forces, who may  
be expected at any moment to throw in  
their lot with the Boxers and wipe out  
the foreigners in the Capital before help comes.

The worst of it all is that the Powers have  
played with China to such an extent that the  
Chinese really believe that they are incapable  
of doing anything, and that foreign troops  
and warships are a myth. Let us hope that  
the title has at length arrived when the  
Powers will forcibly demonstrate that such  
is not the case. Then even China, mighty  
as she considers herself to be, cannot juggle  
with the lives of foreigners and that swift re-  
tribution will this time actually overtake the  
real culprits, and not a few puppets put up  
to represent them. The spectacle of the  
whole of the Powers of Europe being thus  
openly defied by the weakest and most rotten  
Government in the world is indeed pitiful,  
and unless a severe lesson is meted  
out now we imagine that the fact of the  
Powers acting jointly will be eagerly seized  
upon by China to demonstrate their in-  
dividual weakness, should the present crisis  
fizzle out.

## TELEGRAMS.

Special to the "Hongkong Telegraph."

### SPECIAL TELEGRAMS.

### BORNEAN AFFAIRS.

### THE HIGH COMMISSIONER GOES TO LABUAN.

(From Our Own Correspondent.)

LABUAN, 14th June.

The High Commissioner for Borneo,  
arrived from Singapore in the Straits Set-  
tlements Government Yacht *Seabelle* suddenly  
last evening. Without landing he engaged a  
Brunel pilot and left again at four  
o'clock this morning with the British Consul  
and the Consular Malay Secret Agent, their  
destination being reserved.

It is reported that H.M.S. *Phoebe* arrived  
at Brunei yesterday evening but the greatest  
secrecy is maintained as to the object of her  
visit. Some coup d'etat is evidently pre-  
meditated; probably the benevolent assimila-  
tion of Brunei.

Received 9.30 a.m.

Published 5.30 p.m.

[It was announced in the Singapore papers  
the other day that the Governor of the Straits  
Settlements, who is also High Commissioner  
for Borneo, was making a tour of inspection in  
the yacht *Seabelle*.—Ed., H. K. T.]

## THE TROUBLE IN THE NORTH.

### A LEGATION SECRETARY MURDERED.

### RELIEF FORCE STILL DELAYED.

### BOXER MOVEMENT SPREADING.

(From Our Own Correspondent.)

SHANGHAI, 14th June.

10.10 a.m.

A Tientsin telegram states that the Japa-  
nese Consul at that port yesterday received  
news of the murder of the Secretary of the  
Japanese Legation at Peking by Chinese  
soldiers.

The progress of the Marines marching on  
the Capital is slow.

The Boxer movement is spreading in all  
directions.

Received at Noon.

Published at 5.30 p.m.

## THE TROUBLE IN THE NORTH.

### JAPANESE LEGATION OFFICIAL MURDERED.

### THE GATES OF PEKING FORTIFIED.

(From Our Own Correspondent.)

TIENSIN, June 13th.

4.55 p.m.

A member of the Japanese Legation at  
Peking has been killed by Chinese Troops.

It is stated that the gates of Peking are  
being fortified.

Received 2 p.m.

Published 5.30 p.m.

### REUTER'S TELEGRAMS.

### THE WAR.

### THE BRITISH PRISONERS AT PRETORIA.

LONDON, June 12th.

One hundred and fifty British  
officers and three thousand five

hundred men have been released at  
Pretoria. The Boers removed nine  
hundred.

### GENERAL BULLER'S OPERATIONS.

### GENERAL HILDYARD DIRECTS ATTACK.

General Buller cables that on the  
11th inst. he forced the passage of  
Almonds Nek, the last defile to  
Charlestown-flats. The enemy were  
in considerable force with several  
guns in position. General Hildyard  
directed the whole of the attack, the  
dispositions for which were extremely  
good.

### SURRENDER OF A BOER FORCE AT FICKSBURG.

Fifteen hundred Boers have sur-  
rendered to General Brabant at  
Ficksburg.

### GENERAL BULLER'S ADVANCE.

### BOERS RETREAT.

General Buller's force is encamped  
four miles to the North of Volksrust.  
The Boers have completely evacuated  
Laings Nek and Majuba.

### THE ORANGE RIVER COLONY.

### NO NEWS FROM LORD METHUEN.

General Kelly-Kenny at Bloem-  
fontein 11th inst. says that there  
has been no communication from  
General Methuen since the 7th inst.  
He was fighting on the 6th, North  
of Vechtlop.

### THE NORTHERN FORCE.

The British troops from the North  
have reached Horing-spruit, having  
defeated the enemy.

### THE JAPANESE PRINCES IN EUROPE.

The Emperor of Austria has con-  
ferred the Grand Cross of St. Stephen  
on Prince Kotohito and the Iron  
Crown on Prince Makino.

### THE GERMAN NAVY BILL.

The Reichstag has finally passed  
the Navy Bill.

### STRAITS SETTLEMENTS.

Mr. Frizell has been gazetted a  
member of Council.

### The Trouble in the North.

TIENSIN, June 13th.

The train service is still falling; the Chinese  
cannot clear the line of the Boxers.

The Tsungli Yamen refuse our forces  
permission to go by rail, and they may go by boat.

A Courier mail service is being tried; the  
telegraph is working still.

More troops and guns are being landed.

General Nieh had a fight with the Boxers  
yesterday at Yangtsun.

PEKING, June 8th.

Encouraged by their successes and the  
popularity of the movement, the leaders of  
the Iho-Chuan have, it is reported, decided to  
hold all the cities and towns which they have  
captured, thereby becoming actual rebels against  
the Government. The latest report is that they  
have killed the sub-prefect of Chichou, an  
important city near Peking, and garrisoned the  
place against all comers. General Nieh's  
Chinese corps are mutinous and many have  
declared their sympathy with the Iho-Chuan.—  
N. C. D. News.

### WEATHER REPORT.

The Observatory report says:—

On the 14th at 11.55 a.m. the barometer has  
fallen slightly on the China coast and in the  
South. The depression seems to be moving  
into the W. part of the Sea of Japan. Gradients  
slight on the China coast, moderate with fresh  
S.W. monsoon in the N. part of the China Sea.

FORECAST:—Moderate S.W. winds; thunder  
showers.

### LOCAL AND GENERAL.

AN article in the *Echo de Chine* informs its  
readers that the greyhounds of the Atlantic are  
called "crak ships," a term which corresponds  
to that of rash vessels, on account of the dan-  
gerous audacity of which their extreme speed  
seemed to accuse them, a speed obtained not  
only by their lines and their propulsive force,  
but also, because, constructed mainly with a  
view to the transport of passengers, they cared  
less than other packet-ships for heavy cargo.

Miss Lillian Russell, the comic opera prima  
donna, has acquired many valuable gems, but  
she is now having them thrust upon her. Late  
the other afternoon she received from Paris two  
packages. One contained a diamond collarlet.  
It was composed of seventy-eight diamonds of  
one and one-half carats each and 180 other  
stones. It weighed nearly two pounds, although  
the trinket was set in platinum. Neither its worth  
nor the name of the giver can be guessed. The  
case in which it crossed the Atlantic is stamped  
Boucheron. Almost simultaneously came a  
gift of two jeweled serpents, to be used either  
as bracelets or throat collars. One has a serpent  
head of emerald, set with diamonds, the other  
is of sapphires, similarly ornamented. The  
value of this particular parcel of incoming mail  
could hardly have been appraised at less than  
\$20,000.—Ed.

THE N. Y. *Maritime Register* says:—The  
schooner *Hattie E. Smith*, of 102 tons, which  
was built at Edgartown, Mass., in 1869 and in-  
tended for Arctic cruising, is now at Brooklyn,  
N.Y., being fitted out for pleasure cruising  
purposes. She has been purchased by Mr.  
Kent, a merchant of Hongkong, who intends  
to take her out there and cruise with her on  
the China and Japan coasts and through the  
South Sea Islands. The *Smith* is a substantial  
fore-and-aft rigged schooner, and is being fitted  
up in a comfortable manner under the super-  
vision of Captain D. W. Pratt. The schooner  
will be under the command of Captain James  
A. Lord.

THE A. C. D. *Acres* has been favoured with  
the following extract from the letter of a lady  
at Tientsin, dated the 3rd instant:—"We are  
having a most anxious time here; not so much  
the fear of attack, as we now have several blue-  
jackets and marines here, and are all well  
prepared, but we can't sleep at night for fear of  
fire, as the Boxers have said they will burn the  
place, and two nights ago they did burn a big  
godown. So we all lie with our things  
all packed ready to throw out of the win-  
dows. Patrols go round all night, and we  
are all on the alert. Yesterday a runner  
came in from some thirty French, begging  
for aid. They had been marching three  
days and nights with their women-folk; the  
Boxers had driven them from their homes and  
wrecked the railway. A Volunteer party went  
out, and by degrees about twenty wretched,  
worn-out-looking men and women got in here  
in a bad state, four wounded, one carrying a  
Boxer flag he had managed to seize and stick  
to. One poor woman had a baby three days  
old, it died, but the mother is here quite safe.  
Poor souls, they had an awful time and have,  
of course, lost all their homes and belongings.  
Not only were they chased by Boxers, but  
Chinese regular soldiers fired on them. How-  
ever, they killed 63 Chinese between them, and  
got in with only four wounded, but seven are  
still missing."

### THE NAVAL GUNS WITH THE LADYSMITH RELIEF COLUMN.

Last night, under the auspices of the Old  
Volumes Society, Captain Percy Scott, C.B.,  
R.N., and Captain Linpus, R.N., of H.M.S.  
*Terrible*, gave a lecture at the Theatre Royal  
upon "The Mountings of the Naval Guns and  
their subsequent use with the Ladysmith Relief  
Column." The Chair was taken by H.E. Major  
General, Casenig, C.M.G., and there was a  
large attendance.

In introducing the lecturers His Excellency  
explained that having been approached by  
several military officers on the subject, who  
wanted to hear about the mountings of the  
Naval guns, he induced the lecturers to tell  
their story, but feeling that it would be selfish  
to deprive the public of such an opportunity  
he decided to give the lecture under the aus-  
pices of the Old Volumes Society and to give  
the proceeds to the Indian Famine Fund.

Captain Scott then rose and addressed the  
audience. He explained that the mountings of  
the guns were very easily constructed, for they  
consisted of nothing more than a log of wood  
to form a trail, mounted on an axle with two  
waggon wheels. He then went on to explain  
how two of these mountings for four point  
seven guns were invented and manufactured  
within the short space of twenty-four hours and  
were sent to Durban by the *Powerful*, landed  
and rushed up to the front just in time to get  
into Ladysmith before the place was cut off by  
the Boers. These guns are thus described by  
Captain Scott:—

"Immediately on arrival Captain Lambton  
with great promptitude took the guns to Lad-  
ysmith. He arrived in the nick of time, and his  
Brigade played a most important part in the  
defence of Ladysmith. 48 hours after his ar-  
rival the door was closed, and the garrison  
remained beleaguered for 119 days. The mount-  
ing consisted of four pieces of timber, 14 feet  
long by 12 inches, placed in the form of a cross.  
On to the centre of this was placed the ordi-  
nary ship mounting, tilted through to a plate  
underneath. The pedestal and timbers were  
thus all securely bolted together. Next, the  
gun carriage was dropped over the spindle and  
fastened down by its clip plate. Subsequent  
experiments with a platform of this description  
showed that it was not even necessary to fill  
in round the timbers with earth; on firing, a  
slight jump of the platform, of course, took  
place, but this in itself was advantageous as it  
relieved the strain."

This having been done and the *Terrible*  
arrived at Durban, Captain Scott had to do  
in organizing the defence of that town and  
this he told in a modest and unassuming  
manner, making light of all difficulties as he did  
of his gun mountings, as if they merely came  
in the everyday work.

Of the 4.75 for use at Durban, Captain Scott  
said:—

"The 4.7 guns used for this defence and sub-  
sequently sent to the front were on a different  
pattern of mounting to those hurriedly made  
for Ladysmith.

"A double trail was used to allow of great  
elevation, and iron wheels were supplied. Each  
wheel consisted of a plate with a bush for the  
axletree in the centre, round the perimeter an  
angle iron on each side; outside of that a tyre  
was shrunk on.

"A few strengthening strips were put on to  
the plate. A heavy axle-tree was supplied, on  
to which the double trail was secured and the  
carriage put on to it. Telescope sights were  
fitted. Six guns of this description of mounting  
were in use when I left; 2 with Lord Roberts,  
2 with Gen. Buller and 2 with Gen. Gatacre."

"They were, I think, sufficiently mobile to  
accompany any column on the march.

Another suggestion of the lecturer was the  
use of search-lights for communicating with  
Ladysmith and this was successfully accom-  
plished from Frere.

When Captain Scott had concluded Captain  
Linpus took up the story and, with the aid of  
his diary, gave a very clear and full account of  
the actions in which the *Terrible* took part.  
The lecture was illustrated by means of lantern  
slides shown in a magic lantern kindly lent by  
Dr. Jordan, the light for which was supplied by  
the Acetylene Company. The lecture is far too  
long to allow of its being reproduced in our  
columns to-day, but we hope to give our readers  
the benefit of it in our Saturday issue.

### THE PLAGUE.

Cases reported to 13th instant..... 568

Do. do. during past 24 hours..... 14

Total..... 582

Deaths reported to 13th instant..... 517

Do. do. during past 24 hours..... 15

Total..... 532

## TROOPS FOR THE NORTH.

EMBARKATION.

This morning it was expected that the *Hin  
Sang* would be ready to put to sea early, but it  
was found afterwards that the necessary altera-  
tions could not be carried out in the time. The  
time of departure therefore has been postponed  
till 10 p.m. to night.

All throughout last night the Dockyard ar-  
tillers were busily engaged putting up the  
bunks and partitions and during the day fatigue  
parties from the *Tyamar* and *Undaunted* were  
loading ammunition, in the shape of portable  
magazines, and other Ordnance Stores. Com-  
modore Powell and the officers of the Dock-  
yard were superintending the loading.

The troops embarked at 5 p.m. and in-  
cluded four companies of the Hongkong  
Regt. under Capt. Berger, the other Euro-  
pean officers being Capt. Rowcroft, Camp-  
bell and Anderson, also two companies of  
the Asiatic Artillery, viz., No. 2 Maxim Com-  
pany, Capt. Bland and second Lieut. Lewis,  
and No. 4 Mountain Battery, Capt. Duff and  
second Lieut. Badham-Thornhill. These two  
units take the khaki-painted 2.5 in. guns of  
the H. K. V. C.

The rations will be found partly by the  
troops and partly by the Indo-China  
Navigation Company. We observed that  
brick ovens have been erected on the fore well  
deck for cooking purposes for the troops.

Besides the Officers mentioned above, no  
other Europeans will accompany this portion  
of the force except two European N. C. Os for  
each Company of the Asiatic Artillery.

The three companies of the R. V. Fusiliers,  
and other details will, in all probability, leave on  
Monday by the *Terrible*. The officers under  
orders so far are Major Morris, in command,  
Capt. Gwynne and Lt. Flower. "A" Company,  
Lieut. Roxburgh and Vyvyan, "C" Com-  
pany, and Capt. Richardson and Lieut. Walwyn  
"E" Company.

The R. E. Officer detailed to take charge of  
the sappers is Lieut. Brown.

It is rumoured that an additional section R.E.  
and two more companies R.W.F. have been  
placed under orders to be held in readiness to  
proceed North.

### AT THE MAGISTRACY.

Ip Map Lai, an Excise officer, so far forgot  
his duty as to be found guilty of the crime  
which he should visit upon others, viz being in  
possession of prepared opium without a licence.

Mr. Hazland emphasised the grossness of  
his crime by sentencing him to a fine of \$100 or  
to undergo two months imprisonment with hard  
labour.

Siu Shan, of no occupation, was seen by an  
Indian Constable last night to fall from the  
verandah of shop No. 276, Queen's Road  
Central. As he had no right to be on that  
verandah, an enquiry was made and it was  
found he had arrived there by climbing up the  
signboard. This agile would-be burglar will  
now undergo hard labour for the next six  
months in Victoria Gaol.

The eleven pirates in the To Kwa Wan  
piracy case were this morning committed for  
trial.

### THE BOXER MOVEMENT.

MURDER OF CHRISTIANS.

PEKING, May 24th.

A Boxer who saw the murder of Mr. Chao,  
an Evangelist of the London Mission, and of  
Mr. Liu Chingyun, an inquirer of the same  
Mission, gave the following account of the oc-  
currence to a friend of his in this city.

On the 14th of the 6th moon (May 12) the  
Boxers, in number about 50, were crossing the  
river Tsai tsun, about 3 li from Kungtsun, when  
they met Mr. Liu Chingyun. They recognised  
him as one of the adherents of the Christian  
Church and at once attacked him and wounded  
him with their swords. Then they took him  
and tied him up securely to a tree on the bank  
of the river. This done, they proceeded to  
the London Mission Chapel at Kungtsun,  
found Mr. Chao, the Evangelist, bound his  
thumbs and great toes tightly together and  
carried him to a tree near to that on which  
Mr. Liu Chingyun was bound. They then  
chopped off Mr. Liu Chingyun's arms, dis-  
embowelled him, cut off his head and set  
it all into the river. Afterwards all set  
to work in fury, hacked Mr. Chao into pieces and  
threw the fragments into the river. Then they  
returned to the Chapel at Kungtsun, looted the  
furniture, smashed the inscription-board to  
pieces and went away.

I saw the Boxer's friend who recounted this  
story and have no reason to doubt that it is  
true.

Some of the Chapel furniture is in the posses-  
sion of people in Kungtsun who were connected  
with the affair, but the Magistrate of Kuan,  
in whose district the murder took place, has  
declined to notice the matter. He did not even  
go to the blood-stained ground to see the traces  
of the murder, nor endeavour to recover the  
disembowelled bodies.

The account received by the Rev. T. Howard-  
Smith, of the London Mission in Peking, agrees  
in the main with the above.

I met one of the Christians who being  
forewarned left the place the day before the  
murders took place. He says: "I begged Mr.  
Chao to come away with me, but he resolutely  
refused, saying, 'I was sent here to work for  
the Church and I am my duty to stay. If I lose  
my life for the sake of religion, I shall be con-  
tented and it will be an honour to my name.'"

The Christian who persuaded him to leave  
Kungtsun, told me that personally he felt un-  
worthy of martyrdom, being only a small dis-  
ciple, and therefore he determined to try to  
escape. In this he had many difficulties and  
narrow escapes, but finally got safely to Peking.

The village, Kungtsun, where these bar-  
barous murders took place, is only 40 English  
miles from Peking.

The native Christians are generally alarmed  
and many have fled from their homes for safety.

It is still hard work for the Foreign Ministers  
to induce the Tsungli Yamen to suppress the  
Boxers. Consistency must be maintained at all  
costs.—*Shanghai Mercury*, June 9th.

### BOXERS AGAIN?

tribution that will then overwhelm our people. We, therefore, hereby declare that if, after this warning, should there be still any who refuse to obey our commands, we will immediately order the Generalissimo, Jung Lu, to send Generals Tung Fu-hsiang (Kansu Corps), Sung Ching and Ma Yu-kun (Szechuan Corps), with their commands to punish these rebels and to disperse them. Finally, in sending troops out the primary purpose is to protect the law-abiding people; but we now hear that those sent out by the Chihli provincial authorities have not only failed in affording such protection and restraining evil characters but, on the contrary, have themselves been guilty of preying upon the country-side. We now hereby command Yu Lu, Viceroy of Chihli, to investigate this matter at once, and also to send trusty deputies to make secret investigations. If it be found that these military officials have indeed been guilty of encouraging their men to loot and pillage, such guilty officers are to be summarily executed. There must be no leniency or mercy shown to such. Let this our decree be posted out on yellow paper and passed throughout the country as a warning to people and army, and that all may know our commands.

Note:—It will be seen from the above decree that, even at this late hour, the advisers of the Empress Dowager are still intent upon screening the so-called "Boxers," making out the recent outrages to have been made by "militia men, traitors and revolutionary society-men."—Translator.—M. C. H. News.

### STRANGE OCCURRENCE.

The following letter has been sent to the *Shanghai Mercury* by the Harbour Master at Shanghai for publication:—

P. & O. S. N. Co. S.S. *Socotra*, Shanghai, 6th June.

The Agent P. & O. S. N. Co., Shanghai.

DEAR SIR:—I beg to report that on our passage from Moji to Shanghai at 9.40 p.m. on 5th June we experienced two severe shocks as if the ship had struck ground. Our position at the time was Lat. 32° 29' N. Long. 125° 7' E. (from Stellar observation at 7.53 p.m.) wind N. E. force 3-4; bright moonlight night with a moderate South Easterly swell, causing ship to rise and fall slightly and roll a few degrees either way. We sounded the ship's bells immediately but found everything normal. I decided it important to turn round and sound as it was night time and discoloured water would of course not be visible. The depth on our chart Admiralty No. 2412 (Jan. 97), shows 23 fathoms at that position and is 7 miles north of Shanghai patch (9 fathoms 1896). It is quite possible the shocks may have been due to an earthquake, but the sensation was similar to grounding or a heavy collision. Will you kindly submit a copy of my letter to the Harbour Master, who might ask a vessel passing in the vicinity of that position in daytime to take a few casts of the lead and verify the sounding on Chart. It is possible that the Shanghai patch may be of greater extent than shown on the chart.

The soundings of the ship's bells continue normal and I can detect no signs of any strain in the ship.

I beg to remain, Dear Sir, Yours faithfully, (Signed) THOMAS H. HIDE, Commander.

The draught of the *Socotra* at the time was 20 feet.

### AN ICHANG EXILE'S PRAYER.

(AFTER THE TRAGEDY AND SUBSEQUENT FARE AT SUNG-PU.)

Because, oh Lord, there is none other way Whereby we may escape these evil days, Because we are as jessam on the strand, Forgotten of our country and our kin, We, who join East to West, the pioneers, Of many better days that are to be— Because we, ever toiling overseas, We who have sold our heritage, our rights, Excepting certain ancient chartered rights To breathe Thine air and tread the common earth: Now see these rights invaded day by day By the encroaching tide of pagan wiles, Of native insolence and savagery; Because the distant fate of Margary Is coming ever nearer to our doors, And deeds which once had set the world ablaze, Ay, even to the starting of Crusades, Are looked upon as commonplace and trite; Because a murdered Christian does not bring, As did Rome's poor citizens of old, Swift-footed vengeance on the slayers' track, But is atoned for by official lies, And certain hideous payments of sycee, Which, on a rapidly descending scale, Will soon attain that meagre estimate At which they quailed sparrows long ago: Because we know not whose next shall be To guard his home against the howling mob, To be the victim of their fierce attack, And then of mild, politely-perniced, despatch, To leave his mangled carcass in the street, With face uncovered, with the Consul's sign. In some Viceroyal Yamen, over tea, Assessing the small value of the dead: And last, because the sacredness of life Rests on nice points of quality and clothes: Therefore it is, oh Lord, that now we pray, When next the rabble moves to deeds of blood, Let not the pillage or the slaughter be Of Customs hiring or merchant-churl, Or humble missionary, glad to gain Exit from trouble in a martyr's crown, But rather grant, when the incited mob, Like unleashed bloodhound, seeks its nearest prey, That it may find obtrusive on its path Some personage important to the state, Or high official representative, Some travelling fiddler, potent in the press, Or information-gathering M.P., Some Anti-Opium League authority, Aristocratic trotter of the Globe, Or human agent authorised to wear Gold lace upon the edges of his clothes, Upon whose taking off there shall ensue The steady tramp of solid infantry And inexpensive Chinese funerals; That, with the thunder of artillery, And sack of godly cities, there may be Restored again that wholesome deference, That usual and necessary respect Which, from the Asiatic, is our due— And thus, from evil, shall arise great good.

—Tung Chia, in *Lays and Relays*.

### THE PLAGUE IN MANILA.

MANILA, June 8th.

The quarantine was raised from Hall's corral yesterday, all the men and their quarters having been subjected to a thorough disinfection on Wednesday. Since the outbreak of bubonic plague in this quarter only two deaths have occurred, the only two white victims of the disease since its appearance in Manila. The danger is now considered past, and after much grumbling and dissatisfaction over the inconvenience of the quarantine, the employees of the corral are again given liberty.—*Manila Times*.

### ARRIVAL OF THE PHILIPPINE COMMISSION AT MANILA.

MANILA, June 5th.

The U. S. Transport *Hancock* dropped anchor in the bay on Sunday at 7 a.m. two days from Hongkong, with the American Civil Commission on board, after a voyage of fifty-one days from San Francisco.

The Commissioners did not land right away on their arrival here, but later in the day it was notified that they would come ashore to pay a formal official visit to the Military Governor, and preparations on land were made accordingly.

A little before 1 p.m. the Philippine Commissioners, Judge Taft, Judge Ide, Judge Wright, Professor Moses and Professor Worcester, were taken off from the *Hancock* on the Governor's launch, landing at the Andra monument on the Malecon. As the launch passed Ft. Santiago seventeen guns were fired from the saluting battery, the Governor's salute appropriate to Judge Taft's rank. Colonel Crowler, secretary to the Military Governor, was at the landing to receive the Commissioners and take them to the Ayuntamiento. Carriages were waiting for the party, and, escorted by two battalions from the 6th Infantry and the 1st Infantry of the 1st Cavalry, commanded by Colonel McCaskey and headed by the 30th band, they proceeded to the Ayuntamiento. Here they were received by Major General Arthur MacArthur in his office, and the proper official courtesies were exchanged, after which they returned to the *Hancock*. Later in the afternoon the Military Governor returned the compliment and paid an official visit to the *Hancock*.

The Philippine Commission with their staff of secretaries spent the night on the vessel, but will probably land to-day. Their quarters are not quite ready for occupation, but will be shortly; in the meantime rooms will be taken by the government for them at the Hotel Oriente. Judge Taft will occupy General Wheaton's former headquarters, on Calle Real in Malate, and the British Consul's residence on Calle Novalveda, the old quarters of the first Civil Commission at 10 Concordia street, San Sebastian, and houses in Malabang, Ermita, and other suburbs of Manila will be occupied by the various Commissioners and their staffs.

Before the Commissioners left the transport *Hancock* yesterday to take up their residence on shore, President Taft made the following speech in which he indicated, as far as is expedient at this early stage, what is to be the policy of the Commission.

We have little of public interest to say. We left San Francisco on the 17th of April and proceeded thence to Honolulu where we remained three days while the vessel took on coal. From there we went to Yokohama, thence we went to the Inland Sea to Nagasaki, where we were three days taking on coal to suffice for the round trip from Nagasaki to Manila and return to that port. From Nagasaki we sailed to Hongkong. We left Hongkong on Friday morning at 5 o'clock.

We bring with us a moderate size library of American, English and Civil Law Books, together with a number of works on Colonial History and Government.

We have full instructions and extensive powers given us. We shall not fully exercise these powers until we shall have had ample time to acquire a sufficient knowledge of the situation to proceed to enact legislative changes and reforms, preliminary to the establishment of a stable civil government. The Military Governor, General MacArthur, until we assume our full authority, will continue to perform the duties and exercise the general powers heretofore discharged and wielded by General Otis, and even after we take full active part in the Government he will continue to be its executive head, until, on our recommendation, it shall seem to the President that the time has arrived for the appointment of a civil executive, and the making of the military forces of the U. S. merely auxiliary to the carrying on of the civil government, and available only in cases of emergency, for the suppression of lawless violence, too formidable to be overcome by the regularly organized local police.

We are aware that there are several issues of deep interest to the people of these islands, upon which it will probably be our duty to take some action. Part of these will involve merely legal rights, while the remainder will require careful exercise of political power to reach a just and equitable result. Upon these issues we cannot be expected at this time to say anything in advance of our final and deliberate conclusion.

Representing the sovereignty of the United States in these islands which it is the purpose of our Government to maintain, we are here to do justice to the Philippine people, and secure to them the best Government in our power, and such a measure of popular control as will be consistent with stability and the security of law, order, and property.

We are civil agents, we are men of peace; the field of our work must of course be confined to regions in which the armed enemy have ceased their operations, we cannot deal with men in arms; they are to be dealt with by the United States Army and the general command. When those now in arms shall have laid them down, relying as they certainly may, on the justice, generosity and clemency of the United States, we shall give to them as full a hearing upon the policy to be pursued and the reforms to be begun, as to any one having an interest in the matter.

This is not a manifesto or proclamation, but anticipating that we might be called upon at various times by the press and others entitled to know, we have deemed it best to say this much. I may add, that we mean to inaugurate as comprehensive a school system throughout the Islands as circumstances will permit, and we have already invited Mr. Fred W. Atkinson of Springfield, Mass., a gentleman of high professional standing as an educator, to come to these Islands, to become the general superintendent of education in the Philippines. We hope that he will reach here by the first of August. He is highly recommended to us by the leading educators of the country.

The Military Government, through the Quartermaster Department, has been good enough to assign to each of the commissioners a house, and we have come prepared to make Manila our home for one, two or three years, as the case may be, until the task of establishing a permanent civil government shall have been well begun. We invite suggestions from Filipinos and all others who have a sympathy with our purpose as to the needed changes in legislation and organization in the various departments of the government, assuring them that we shall give to their suggestions careful consideration, and adopt those adapted to the carrying out of our purposes.

We cannot refrain from closing what we have to say by expressing our gratitude to Capt. J. J. Bradley, the Captain and Quartermaster in charge of the *Hancock*, for the very great and successful efforts which he has constantly made to secure us a comfortable trip, we may say so, that we are also indebted to Captain H. K. Struve, the master, and the other officers of the ship, for their unfailing kindness during the 45 days which we have passed in their charge.—*Manila Times*.

### THE COST OF LIVING IN MANILA.

By way of placing on record in the most emphatic manner the ruinous cost of living now compared with the cost before the war, the *Comercio* publishes a very useful and absolutely accurate list of the necessities of life and other important articles in 1897 and those in 1900:—

	1897.	1900.
1 lb. meat without bone.....	\$0.25	\$0.50
6 lbs. lard.....	1.50	3.50
First class rice, sack.....	2.50	5.75
Pork per lb.....	0.20	0.50
Mutton per lb.....	0.20	0.75
Potatoes per lb.....	0.05	0.10
Onions per lb.....	0.05	0.10
Chick peas per lb.....	0.15	0.40
1 chicken.....	1.00	1.25
1 hen.....	1.00	2.00
1 bottle vinegar.....	0.20	0.40
1 hen's egg.....	0.01	0.10
1 duck's egg.....	0.01	0.01
1 piece of bread.....	0.01	0.02
1 measure buffalo milk.....	0.05	0.15
1 lb. ground coffee.....	0.30	0.80
1 measure unground cacao.....	1.25	3.00
1 measure ground cacao.....	2.00	4.00
100 small pieces firewood.....	0.10	0.50
2 buckets of water.....	0.01	0.05
4 bananas.....	0.01	0.05

	1897.	1900.
Small house for small family.....	\$15.00	\$40.00
Fair sized house for small family.....	25.00	60.00
Servant.....	2.00	8.00
Cook.....	6.00	15.00
Washerman for one person.....	2.50	7.00
Barber per month.....	1.00	3.00

### HOUSE AND SERVANTS.

	1897.	1900.
1 ordinary white suit.....	3.00	6.00
1 drill white suit.....	5.00	10.00
12 singlets, inferior class.....	4.00	8.00
12 socks, inferior class.....	1.50	3.00
12 pajamas, inferior class.....	3.00	6.00
1 felt hat, Philippine make.....	2.00	3.75
1 pair shoes, European make.....	3.00	6.50
1 white shirt.....	1.00	3.00
1 pair Chinese made slippers.....	35	75
1 pair Philippine made slippers.....	50	1.00
1 pair Chinese slippers.....	20	40
1 packet matches.....	3	5
1 feather duster.....	8	25
1 broom.....	12	25
1 bar Chinese soap.....	5	10

As demonstrated above, the principal articles of consumption have increased 100 per cent, and on account of this, it is impossible to live on the same salaries as were paid in 1897 to the employees of the commercial firms as well as to those of the private companies and factories, and on account of this, the heads of some firms have increased the salaries and wages of their employees 75 per cent. to make up the difference which exists between what living formerly cost and what it does now, and by this means level up and make existence more supportable which otherwise would be impossible with the salaries of 1897.

This increase of prices which we suffer from to-day is caused by the precarious condition of the archipelago and the increased demand. God knows where it will stop.—*Manila Times*.

### REPORT OF THE EXPEDITION AGAINST OKONG AND DAYONG.

(From The *Sarawak Gazette*.)

The following is my report of the expedition against Okong and Dayong in the interior of the Trusan district.

Accompanied by His Highness the Rajah Muda, Mr. P. E. Cunyuglam and Mr. E. A. Cox and a force of 500 men consisting of 600 Dyaks, 100 Rangers and 100 Malays, I left Brookton for the Trusan on the 2nd instant. The 5. 1. *Gazette*, 5. 5. *Lovina Doane* and *L'Alouette* being the boats, the two latter vessels preceding only as far as the mouth of the river from whence most of the bala paddled in.

We arrived at the Fort about 4 in the afternoon. All arrangements having been completed, the bala started the next morning, the 3rd, taking the route by Briwan and Tengoa, that by the Suang having been deemed impracticable on account of the steepness of the mountains and scarcity of water.

After ten days marching over a mountainous country and crossing the Tengoa, Berangan, Brayong, Tuoy, Merarap, Baung and Mataian streams, and finally the main river, Dayong's houses were reached. The journey occupied a longer time than usual on account of the bala not being able to move very quickly, the bad state of the paths and there being one or two days on which short marches were made.

At Kukang Tua's houses about half way, it was reported by a Dyak named Sampai living with these Muruts, that Dayong intended to waylay us somewhere beyond the next day, and that he, Sampai, would take us another way if allowed to join the bala. We refused to take him and decided to go the usual route taking precautions against surprise, though we did not believe much in Sampai's story.

Kubang Tua and his people have always been a source of trouble and lately killed four Adang Muruts in the head of the Simbang; under the circumstances they deserve some punishment, and therefore on our return journey I had the houses burnt and took the two principals in the Adang affair down to the station in trunks. Orders were given for Sampai's arrest as there are several things against him, but he was not to be found. The other Muruts say they will try to get him and bring him down.

On Dayong's houses coming in sight the bala made straight for them with the intention of attacking the enemy, but the latter had left the place and there was nothing to be done but search for them in the surrounding jungle. Six of the enemy were seen close to the houses and were pursued but not caught up; a few shots were exchanged between the parties. These six men had evidently been lurking about with a view to finding out what force was against them and then ran to give warning to the others. In the rush after these some twelve Dyaks got suda wounds, four or five of them being very severe; one Ranger received a suda right through the calf of the leg and succumbed to the injury in less than half an hour.

A line of suda's was planted by the enemy at right angles to the main path coming down from a hill behind their houses, by which it was evidently expected we should come, but as most of the bala took another direction a great many wounds were avoided.

In the evening the search parties returned, with the result that of enemy were killed, one by the Rangers' men and two by Dayong's. A number of jars and other goods were found hidden about the place and taken as loot.

The whole of the next day was given to the bala to make further search for the enemy; they were come upon in small parties on the hills on the opposite side of the main river and 22 men were killed, making a total of 25.

In one place the ground was found cleared and set thickly with suda's where the enemy evidently intended making some stand, but finding they were out numbered did not attempt it.

The casualties amongst the Dyaks were two killed and two wounded one of these badly in the thigh; the enemy's mode being to fire a shot at their assailants and then run for their lives. Many of their guns did not go off owing to inferior or damp powder, otherwise our casualties would have been greater.

Six buffaloes and a number of pigs belonging to the enemy were found and soon despatched and divided.

A considerable quantity of loot was found during the day, amongst which was some three piculs of gutta percha valued at \$400.

The total value of the loot taken is probably between \$1,500 and \$2,000.

As we considered that sufficient punishment had been meted out to Dayong and his people, we decided to move on the next day, 14th, and after having burnt down his ten houses left the place for Pangaran Barai's on our way to Okong's.

On the 26th the bala made for Okong's houses, leaving the sick and wounded at Pangaran Barai's. Mr. Cox also remained, not feeling well enough to proceed.

After a very trying march the enemy's village was reached about 2.30. The Dyaks on arrival immediately rushed the houses but, as in the case of Dayong, they were empty.

Three of the enemy were seen and pursued but without result. Search parties went out but it was too late in the day for much to be done.

The whole of the next day was spent in looking for the enemy; they were encountered in small numbers on a high ridge behind the houses and the total number killed was five.

Very little property was found, the enemy having moved themselves and their property to a greater distance than was the case with Dayong and his people.

Okong's houses stand on a narrow ridge with very precipitous sides and had been chosen to make a stand, it would have been a matter of some difficulty to dislodge him and cut off his retreat.

On the 18th after having burnt down all Okong's houses, six in number, we started on our homeward journey.

Down reported that some of his men had not returned and asked us to send a party of ten to look for them; they all came up with us later on at Pangaran Barai's house.

On our arrival there Mr. Cox reported that Chuan a Rejang Dyak and about 15 others had separated from the bala at Dayong's and gone on their own account after the enemy, and that they had returned on the previous night having killed seven more of Dayong's people.

This was strictly against orders and likely to disorganize the bala and I trust that Your Highness will see fit to deal severely with Chuan when he is brought up.

Finding that there is a short route by the Tengoa we decided to go that way after leaving the Braying stream. The path we found to be much better, and two days marching is saved.

The Dyaks mostly made bark boats and rafts and went down to the Fort in them whilst a few went by road.

We arrived at Kulau Tengoa on the 22nd and, there being boats ready for us, we continued our journey down to the Fort the same evening arriving at 5.30.

There can be little doubt that the punishment of Okong and Dayong will be a source of satisfaction as well as a warning to other Murut tribes of the interior of the Trusan and also Lawas and that before long there should be a revival of trade with the Bah and others who for some years past have been prevented from coming down country owing to the action of these two men.

For years attempts have been made to prevent these people from killing and black mailing without having recourse to strong measures, but without effect, so that it was time such were taken as they were beginning to think that the Government was powerless to deal with them and their crimes were on the increase.

It is with satisfaction that I am able to report to Your Highness that the result of the expedition exceeded expectations and that the bala has returned with the loss of so few men; there has been little sickness considering the trying marches that have been undertaken and the wounded in most cases are doing well.

The whole bala kept in good spirits in spite of the long distance to be traversed before reaching the enemy's country and though at times they struggled or got ahead they behaved well on the whole.

In conclusion I have to mention particularly Abang Mataral of Saribas to whom great praise is due for the help he rendered and the indefatigable manner in which he carried out orders.

Also Corporal Berandah for the way in which he carried out his duties, considering that most of the work in connection with the Rangers seemed to fall on him.

O. F. RICKETTS, Resident, Limbang.

THE PUNITIVE EXPEDITION AGAINST OKONG.

In this issue will be found a very full account of the operations against the Chief Okong and his following, which are pleased to say were completely successful and this lawless band was thoroughly punished.

But it is not for the purpose of discussing the movements of the force that we are turning our attention to this expedition, but because by some uninvolved person, who professes to be the correspondent of the *Hongkong Telegraph*, a most utterly and monstrously wrong and blundering account has been given to the public of the cause, destination and operations of the expeditionary force.

The following is the account which we take from the *Singapore Free Press* which repeats the *Hongkong Telegraph*:

SARAWAK AND BRUNEI. (Hongkong Tel. Cor.)

The Rajah of Sarawak's expedition turns out to be most important. It consists of fifteen hundred men, part proceeding to the Trusan River and part to the Baram River. The Rajah is said to have organized the affairs of Muara, which is in the Sultan of Brunei's territory, without the Sultan's permission and by so doing condemning the latter's sovereign rights and with no protest upon the part of Great Britain, the protecting Power.

It is reported that the contingent sent to the Trusan River, under the command of the Rajah Muda, has experienced considerable trouble and has halted to await reinforcements coming from Sarawak with Rajah Brooke, four days hence.

The hinterland tribes are said to muster ten thousand strong and to be well armed. It is reported that they refuse to consent to the Rajah's benevolent assimilation and decline to pay tribute, which has never yet been exacted by the Sultan of Brunei.

From the heading to the last sentence there is not a statement which is not incorrect. The trouble in no way concerns Brunei, the whole of Okong's following living in Trusan, which was ceded, with the approbation of the British Government, years ago. The expedition consisted of 800 men, not 1,500; no part went to Baram. The Rajah organized the affairs of Muara (otherwise Brookton) a very long time ago and owned the colonies there, with the full knowledge and approval of the Sultan of Brunei; why the British Government should

interfere at this time to prevent the Sultan of Brunei from dealing with his own colonies we fail to understand. The expedition was not commanded by the Rajah Muda, but by Mr. O. F. Ricketts, Resident of Limbang. It experienced no trouble except from the badness of the tracks and neither awaited nor received reinforcements. The tribes, against whom it was acting, numbered some 1,500 to 2,000 men, not 10,000. They were never asked by the Sarawak Government to pay tribute and the Sultan of Brunei could hardly request payment of tribute from Sarawak subjects.

We entirely acquit the *Hongkong Telegraph* from any intention to misrepresent this country; an article which we print elsewhere, evidently written by a writer who has studied Bornean affairs, shows that the true character of Sarawak rule is understood by the management of that Journal, but we do think that such 'hopeless and fatuous stuff as that quoted above, should not find a place in its valuable columns.—*Sarawak Gazette*.

### SHIPPING REPORTS.

Capt. C. Sommerville, of the steamship *Kansu*, from Wuhu and Chinkiang, reports:—Rainy weather and squally throughout the voyage.

Captain R. W. Almond, of the steamship *Manmuir*, from Manila, reports:—Light to moderate Westerly winds with squally weather and rain.

Captain A. E. Hodgins, of the steamship *Formosa*, from Tamsui and Amoy, reports:—Tamsui to Amoy light variable winds and fine clear weather. Amoy to Hongkong fresh S.W. winds, moderate sea and heavy rain squalls to Breaker Point, and thence moderate S.W. winds and fine clear weather to port. Vessels in Amoy on the 12th inst.:—*Wenchow, Chefoo, Sishan, Pechili*, and bark *Contest*.

Captain J. Douglas, of the steamship *Thales*, from Swatow, reports:—Tamsui to Amoy light W.S.W. winds and fine weather. Amoy to Swatow moderate S.W. winds, fine cloudy weather with occasional showers. Swatow to Hongkong moderate S.W. winds, cloudy weather with occasional heavy rain. Vessels in Amoy:—*Wenchow, Chefoo, Pechili, Sishan*, and a Japanese man-of-war. In Swatow:—*Canton, Fooksang, Tungchow*, and *Daguan*.

### NOTANDA.

#### CALENDAR.

JUNE.  
Meteorological means based on fifteen years' observations to 1898.

Barometer.....	29.764
Thermometer.....	80.7
Humidity.....	83.5
Rainfall.....	16.496

#### TO-DAY.

	On date at 4 p.m.	On date at 4 p.m.
Barometer.....	29.68	29.60
Thermometer.....	78	82
Humidity.....	95	87
Rainfall.....	2.59	—

#### TO-MORROW.

	On date at 4 p.m.	On date at 4 p.m.
Barometer.....	29.68	29.60
Thermometer.....	78	82
Humidity.....	95	87
Rainfall.....	2.59	—

Thursday, 14th June, 1900.

Chinese—15th of 5th moon of 26th year of Kuang-shi.

Sun—Rises.....	5hr. 17min.
Sets.....	6hr. 43min.
High water—Morning.....	5hr. 51min.
Afternoon.....	1hr. 10min.
Low water—Morning.....	2hr. 27min.
Afternoon.....	4hr. 22min.

ANNIVERSARIES.

1897—Reported death of Philippine General Luna.	
<hr/> <b>TO-MORROW.</b>	
Friday, 15th June, 1900.	
China—10th of 5th moon of 26th year of	

## Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

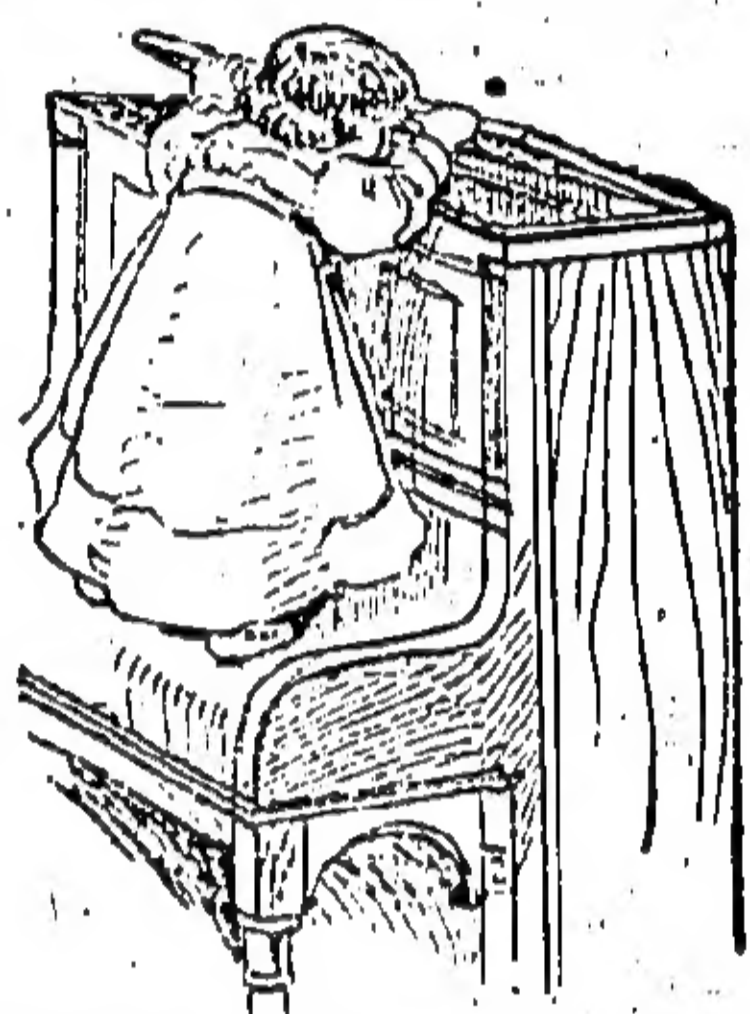
NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

- That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.
- That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said day of July, 1900, at the Rate of 12 per cent. per Annum, upon all Calls remaining unpaid after the 2nd day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 27th March, 1900. [403b]



THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price, you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment.

The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.  
Hongkong, 10th May, 1900. [506b]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"  
Captain Moore, will be despatched as above on MONDAY, the 18th instant, at 4 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th June, 1900. [748b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"  
Captain J. Saito, will be despatched for the above Ports on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 13th June, 1900. [759b]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER,"  
Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th July.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 13th June, 1900. [760b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE,"  
will be despatched for the above Port on or about the 6th July, and the S.S. "SIKH" on or about the 13th July. They will be followed by the  
S.S. "AFGHANISTAN."

For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 11th June, 1900. [761b]

SHEWAN, TOMES &amp; CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA,"  
will be despatched for the above Port on or about the 13th July.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 11th June, 1900. [715b]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SAMARANG AND SOERABAYA.

THE Company's Steamship

"SIANTUNG,"  
Captain Quail, will be despatched as above TO-MORROW, the 15th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th June, 1900. [680b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"  
Captain R. Mitis, will leave for the above places on SATURDAY, the 16th instant, P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 11th June, 1900. [747b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"  
Captain H. Nagata, will be despatched for the above Ports on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 11th June, 1900. [745b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"MENMUIR,"  
Captain R. W. Almond, will be despatched as above on MONDAY, the 18th instant, at 5 P.M.  
The attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 8th June, 1900. [743b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"  
Captain Weigall, will be despatched as above on TUESDAY, the 19th instant, at 4 P.M.  
This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 13th June, 1900. [761b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA MANILA.

THE Company's Steamship

"CHINGWO,"  
H. Harris, Commander, will be despatched as above on WEDNESDAY, the 20th instant.  
For Freight, etc., apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 7th June, 1900. [740b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"  
Captain Blackland, will be despatched for the above Ports, on THURSDAY, the 21st instant, at 4 P.M.  
The Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 13th June, 1900. [753b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN &amp; QUEENSLAND PORTS, and taking through Cargoes to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AUSTRALIAN,"  
Captain Helms, will be despatched as above on THURSDAY, the 21st instant, at 5 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.  
M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 6th June, 1900. [733b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"  
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th May, 1900. [643b]

OCEAN STEAMSHIP COMPANY.

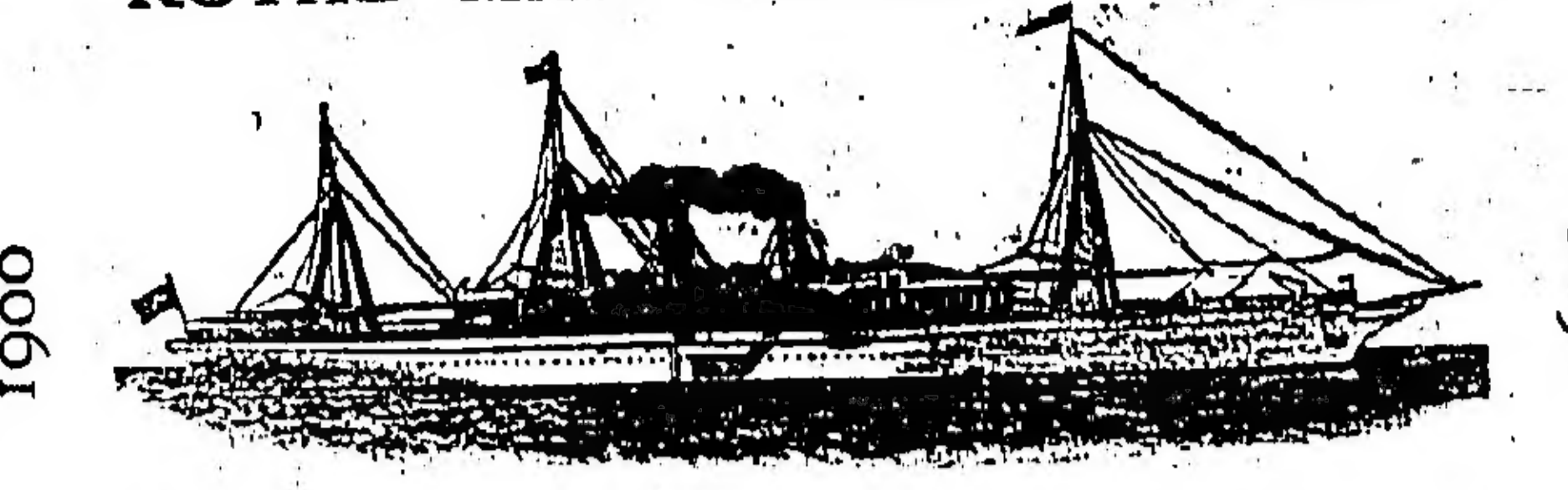
FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"  
Captain Towell, will be despatched as above on TUESDAY, the 10th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 4th June, 1900. [725b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA, AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th July.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 5, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Patten's Street. [3]

HONGKONG, 6th June, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.  
Glenogle...[3,750] W. Frakes...[July 3]  
Queen Adelaide...[2,832] F. McNair...[July 25]  
Duke of Fife...[3,821] J. S. Cox...[July 28]  
Victoria...[3,502] T. Patton...[Aug. 7]

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll...[2,907] S. Thomson...[June 29]  
Montmouthshire...[2,871] J. Kennedy...[Aug. 4]  
Brammar...[3,601] W. Watt...[Aug. 25]  
Argyll...[2,907] S. Thomson...[Sept. 15]

THE COMPANY'S STEAMSHIP

"COPTIC,"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 19th instant, at Noon. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.  
C. L. GORHAM,  
Acting Agent.  
Hongkong, 11th June, 1900. [7]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.  
Thyra...[3,812] about [June 30]  
Energia...[3,177] about [July 31]  
Carlisle City...[3,002] about [Aug. 28]  
Strathgyle...[5,023] about [Sept. 15]

THE Steamship

"THYRA,"  
will be despatched for MOJI, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO, on or about SATURDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan. [5]

HONGKONG, 11th June, 1900.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAOSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 19th June, at Daylight.
R. Nunome.....	SHANGHAI, CHEMULPO and NAGASAKI.....	TUESDAY, 19th June, at 4 P.M.
MIKAWA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	FRIDAY, 22nd June, at Noon.
M. Takahashi.....	NAGASAKI, KOBE and YOKOHAMA.....	SATURDAY, 23rd June, at Noon.
HIROSHIMA MARU.....	HAMA, MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 29th June, at Daylight.
S. Tsuji.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 29th June, at 4 P.M.
YAWATA MARU.....		
A. E. Moses.....		
INABA MARU.....		
W. Bainbridge.....		
FUTAMI MARU.....		
J. Thom.....		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th June, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARMENIA.....	NEW YORK, (via SUEZ CANAL), HAVRE and HAMBURG.....	About 30th June Freight.
Ostermann.....	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG.....	About 2nd July Freight.
SAMBA.....	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG.....	About 17th July Freight.
G. Schmidt.....	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG.....	About 31st July Freight and Passage.
WITTENBERG.....	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG.....	About 8th August Freight and Passage.
Hempel.....		
*SAVOIA.....		
*Jager.....		
*SILESIA.....		
Behrens.....		

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.  
[27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 26th June, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Saturday, 21st July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 16th Aug., at Noon.

THE Steamship

"AMERICA MARU,"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 26th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.  
C. L. GORHAM, Acting Agent.  
Hongkong, 11th June, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 5th July, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 31st July, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Saturday, Aug. 25th, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 5th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.



## Intimations.

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
CIVIL ENGINEERS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**JEYES**  
FLUID  
THE BEST  
DISINFECTANT  
SOAP.  
AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 9th March, 1897.

DISINFECTANT  
SOAP.

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Bank Buildings,  
Hongkong, 9th March, 1897.

## The Share Market.

## LATEST QUOTATIONS.

(June 14th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	315 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$127
Do. Founders.	£ 1	\$130 buyers
Union Ins. Society of Canton, Ltd.	\$ 50	\$260 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$54 buyers
North China Ins. Co., Ltd.	\$ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.	\$ 60	\$121
Canton Ins. Office	\$ 50	\$130 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Marine Insurances.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$791
Shanghai Fire Ins. Co., Ltd.	\$ 15	\$314
Indo-China Steam Navigation Co., Ltd.	\$ 10	\$86
China & Manila S.S. Co., Ltd.	\$ 10	\$5 old ex new
Do.	\$ 10	\$16 new issue
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S.S. Co., Ltd. (Pref.)	\$ 10	\$10.10
China Mutual S.S. Co., Ltd. (Ordinary)	\$ 10	\$10.10
China Mutual S.S. Co., Ltd. (Ordinary)	\$ 5	\$5
Star Ferry Co., Ltd.	\$ 10	\$18
"Shell" Transport & Trading Co., Ltd.	\$ 100	\$310
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$125
Luzon Sugar Refining Co., Ltd.	\$100	\$37
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 7	\$6.10
Punjom Mining Preference Shares	\$ 1	\$120
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$0.18
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$124
Raub Allain Gold Mining Co., Ltd.	15s. 10d.	\$58
Oliver Freehold Mines, Ltd.	\$ 5	\$31
Oliver Freehold Mines, Ltd. B	\$ 4	\$3
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.50
Do. (Preference)	\$ 1	\$0.40
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	525 1/2 premium
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$864
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$54 buyers
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$22
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.55
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$137
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$474
Hongkong Hotel Co., Ltd.	\$ 50	\$125
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$10.50 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Weaving Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 60
International Cotton Mills Co., Ltd.	Tls. 100	Tls. 60
Laos-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$314
China-Borneo Co., Ltd.	\$ 15	\$25
A. S. Watson & Co., Ltd.	\$ 10	\$16
Watkins Limited	\$ 10	\$10.25
Hongkong Electric Co., Limited	\$ 10	\$11.85
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
Hingong Ice Co., Ltd.	\$ 25	\$165 buyers
Tramways Co., Ltd.	\$100	\$165
Dairy Farm Co., Ltd.	\$ 6	\$84
Hongkong and China Bakery Co., Ltd.	\$ 50	\$30 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$24
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Camichael & Co., Ltd.	\$ 20	\$3
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,  
Share Brokers.  
Telegraph Address—"Rialto."  
Telephone No. 148.

## VESSELS IN PORT.

**Steamers.**

**AGAMENON**, British steamer, 4,461, H. Nish, 11th June.—Shanghai 8th June, General.—Butterfield & Swire.

**BENMORE**, British steamer, 1,938, A. Wallace, 13th June.—Saigon 9th June, Rice.—Gibb, Livingston & Co.

**BENYUN**, British steamer, 1,467, J. Potter, 8th June.—Saigon 3rd June, Rice.—Gibb, Livingston & Co.

**BURDON**, British steamer, 1,645, Wilson, 13th June.—Cardiff 27th April, and Singapore 6th June, Coal.—Master.

**CHANGSHA**, British steamer, 1,463, T. Moore, 25th May.—Sydney 1st May, Thursday Id. 10th, Port Darwin 13th, and Manila 27th, General.—Butterfield & Swire.

**CORPIC**, British steamer, 2,744, J. C. Rinder, R.N.R., 8th June.—San Francisco 11th May, Honolulu 12th, Yokohama 31st, Kobe 1st June, Nagasaki 3rd, and Shanghai 5th, Mails and General.—O. & O. S. S. Co.

**DAPHNE**, German steamer, 1,200, Th. Nissen, 13th June.—Swatow 12th June, Ballast.—Siemssen & Co.

**DRUMMOND**, British steamer, 1,265, W. S. Chubb, 12th June.—Shanghai 8th June, General.—Dodwell & Co., Ltd.

**FREIBURG**, German steamer, 3,570, Prosch, 1st June.—Bremen and Hamburg 12th April, General.—Siemssen & Co.

**GERMANIA**, German steamer, 1,714, L. Möller, 13th June.—Saigon 9th June, Rice.—Jensen & Co.

**GOODWIN**, British steamer, 2,812, A. Jackson, 4th June.—Tacoma, U.S.A. 26th April, General.—Dodwell & Co., Ltd.

**HAINAN**, German steamer, 648, F. Clausen, 8th June.—Canton 8th June, General.—Siemssen & Co.

**HINSANG**, British steamer, 1,418, Lake, 6th June.—Saigon 2nd June, Rice.—Jardine, Matheson & Co.

**HOLSTEIN**, German steamer, 985, H. Ipland, 11th June.—Saigon 7th June, Rice.—Jensen & Co.

**INDEPENDENT**, German steamer, 871, A. Hall, 12th April.—Samarang 3rd April, General.—Sander, Wieler & Co.

**KEONG WAI**, German steamer, 1,105, T. W. Groves, 11th June.—Bangkok 5th June, Rice and Timber.—Butterfield & Swire.

**KUTSANG**, British steamer, 1,640, R. C. D. Bradley, 1st June.—Iloilo 29th May, Sugar.—Jardine, Matheson & Co.

**LIV**, Norwegian steamer, R. Rasmussen, 1st June.—Manila 28th May, General.—Shewan, Tomes & Co.

**LOONGSANG**, British steamer, 1,079, G. S. Weigall, 12th June.—Hilo 8th June, Sugar.—Jardine, Matheson & Co.

**LOOSK**, British steamer, 1,020, J. B. Jackson, 8th June.—Bangkok 1st June, Rice and Timber.—Butterfield & Swire.

**MILOS**, German steamer, 1,694, T. Hille, 10th June.—Seattle, U.S.A. 6th May, Flour and Lumber.—Order.

**MONGKUT**, British steamer, 850, W. Barker, 9th June.—Bangkok 2nd June, Rice and Timber.—Butterfield & Swire.

**PROGRESS**, German steamer, 687, P. Brandt, 11th June.—Touzon 8th June, General.—Siemssen & Co.

**ST. ANDREWS**, Norwegian steamer, 1,972, H. S. Hagen, 9th June.—Saigon 5th June, Rice.—Arnold, Karberg & Co.

**SANDAKAN**, German steamer, 1,374, C. Mühle, 4th June.—Sandakan 30th May, Timber.—Melchers & Co.

**SISIAN**, British steamer, 845, A. Jones, 7th June.—Saigon 3rd June, Rice and Meal.—Bradley & Co.

**SOCOTRA**, British steamer, 3,896, Thos. H. Hide, R.N.R., 13th June.—Kobe and Shanghai 2nd June, General.—P. & O. S. N. Co.

**TAIYO MARU**, Japanese steamer, 743, S. Rokimi, 6th June.—Nagasaki 30th May, Beans and General.—Tong Kee.

**TAMUJI MARU**, Japanese steamer, 1,007, K. Sobajima, 13th June.—Amoy and Swatow 12th June, General.—Mitsui Bussan Kaisha.

**TEARATOS**, German steamer, 1,578, T. Desler, 11th June.—Saigon 8th June, Rice.—Siemssen & Co.

**TIENTSIN**, British steamer, 1,250, Stoll, 10th June.—Wuhu and Chinkiang 5th June, General.—Butterfield & Swire.

**Sailing Vessels.**

**ARNER COBORN**, American ship, 878, B. F. Colcord, 14th May.—Moi 28th April, Coal.—Chinese.

**BITTERN**, British 3-masted schooner, 399, T. Askin, 3rd June.—Rajang 10th May, Timber.—Siemssen & Co.

**CRADARANK**, British 4-masted bark, 2,649, R. A. Batchelor, 3rd June.—Berry 1st Jan., Coal.—Admiralty.

**ESMERALDA**, British schooner, 130, J. T. Harrison, 14th April.—Guam 26th Mar., General.—Jardine, Matheson & Co.

**FRANZ**, Danish bark, 358, Pedersen, 23rd April, Barry 5th Oct., 1899, and Anjer 12th Feb., Coal.—E. A. Trading & Co.

**J. B. WALKER**, American ship, 2,106, Wallace, 2nd June.—Yokohama 5th May, Ballast.—Siemssen & Co.

**TAM O'SHANTER**, American ship, 1,432, Ballard, 16th May.—New York 6th Jan., Kerosine.—Standard Oil Co.

**WM. H. SMITH**, American ship, 1,800, E. C. Colley, 27th Mar.—New York 28th Sept., Kerosine Oil.—Standard Oil Co.

**HER BRITANNIA MAJESTY'S SHIPS ON THE CHINA STATION.**

Hongkong, June 14th, 1900.

**Alacrity**, despatch vessel, 1,700 tons, 10 kts. p.h., F. M. Cradock, Wei-hai-wei.

**Algeria**, sloop, 1,050 tons, 8 kts. p.h., R. E. Stewart, Nagasaki.

**Aurora**, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.

**Barfleur**, 1st class battleship, 13,000 tons, 14 kts. p.h., 13,163 h.p., Captain G. J. S. Warrender, Wei-hai-wei.

**Bona Ventura**, and class cruiser, 4,360 tons, 18 kts. p.h., Commander A. H. Smith-Dorrien, R.N., Manila.

**British**, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouches Wrey, Bar.

**Centurion**, British flagship, 10,500 tons, 14 kts. p.h., Capt. J. R. Jellicoe, Wei-hai-wei.

**Daphne**, sloop, 1,140 tons, 8 kts. p.h., 2,000 h.p., Com. C. Winnington-Ingram, Hongkong.

**Endymion**, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

**Ex**, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. Chadwick, Shanghai.

**Fame**, twin screw, torpedo-boat destroyer, 360 tons, 4,400 h.p., Lieut.-Com. W. J. Keyes, Wei-hai-wei.

**Firebrand**, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.

**Handy**, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.

**Hart**, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.

**Hermion**, British cruiser, 4,950 tons, Capt. R. S. D. Cunningham, Shanghai.

**Hunter**, storeship, 600 tons, 800 h.p., Com. H. J. Davidson, Wei-hai-wei.

**Linnah**, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.

**Orlando**, British cruiser, 5,600 tons, Capt. J. H. B. W. Wei-hai-wei.

**Peach**, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. U. V. de M. C. Cooper, Hongkong.

**Pique**, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Singapore.

**Plover**, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. U. V. de M. C. Cooper, Hongkong.

**Redoubt**, British gunboat, 855 tons, Lieut.-Com. C. F. Corbett, Hongkong.

**Robin**, British river gunboat, 2 guns, Lieut.-Com. G. G. Webster, on the West River.

**Rosario**, British gunboat, 980 tons, Capt. C. Hamilton, Hongkong.

**Sandpiper**, British river gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Carr, on the West River.

**Swift**, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.

**Tamar**, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.

**Terrible**, British cruiser, 14,200 tons, 30 guns, 25,000 h.p., Captain Percy Scott, C.B., Hongkong.

**Towed**, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve at Hongkong.

**Undaunted**, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.

**Waterwitch**, surveying vessel, 620 tons, Lieut.-Comdr. W. O. Lyne, Surveying.

**Whiting**, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut.-Com. Morton, Wei-hai-wei.

**Wivern**, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

**Woodcock**, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.

**Wondra**, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.

**FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**The Russian Squadron.**

**Admiral Korniloff**, Russian armoured cruiser, 2,800 tons, Capt. Korniloff, at Nagasaki.

**Albatross**, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkski, at Nagasaki.

**Bobrov**, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,500 h.p., Captain Dobrovolsky, at Nagasaki.

**Dimitri Donaskoy**, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.

**Gaidamak**, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.

**Gremyachy**, Russian armoured cruiser, 1,402 tons, twin screw, 12 guns, 3,000 h.p., Capt. Miklashevsky, at Nagasaki.

**Koreyets**, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

**Mandjuri**, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

**Navarin**, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

**Nayadskiy**, Russian cruiser, 1,334 tons, 14 guns, 3,000 h.p., Capt. Serebrennikoff, at Nagasaki.

**Orlando**, British cruiser, 5,600 tons, Capt. J. H. B. W. Wei-hai-wei.

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**Pique**, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Singapore.

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